

5th INTERNATIONAL CONFERENCE
ON FAST SEA TRANSPORTATION (FAST 99)
PRESENTATION ON
“ISSUES FACING FAST SEA OPERATIONS IN NORTH AMERICA:
THE U.S. COAST GUARD PERSPECTIVE”
SEPTEMBER 2, 1999

GOOD AFTERNOON CHRIS. LADIES AND GENTLEMEN IT IS A PLEASURE FOR ME TO BE AT THIS CONFERENCE TO SPEAK FROM THE USCG PERSPECTIVE ON FAST SEA TRANSPORTATION. THE CONFERENCE AGENDA IS EXTRAORDINARILY RICH IN ALL ASPECTS OF THE ISSUE, PARTICULARLY TECHNICAL. I'M PRIVILEGED TO BE ABLE TO PRESENT OUR PERSPECTIVE AS WELL AS HEAR THOSE OF OTHERS.

WASHINGTON, DC HAS BEEN DESCRIBED AS 36 SQUARE MILES OF BUREAUCRACY SURROUNDED BY REALITY – SO ITS GOOD TO BE OUT HERE IN THE WORLD OF REALITY TO SEE AND HEAR THINGS FROM YOUR POINT OF VIEW. MY THANKS TO FAST '99 AND Mr. CHRIS McKESSON FOR GIVING ME THIS OPPORTUNITY TO TALK TO YOU TODAY.

ITS EXCITING TO WATCH THE EVOLUTION OF FAST SEA TRANSPORT – ESPECIALLY FERRIES. I WAS COTP IN NEW

YORK WHEN THE RESURGENCE OF COMMUTER FERRIES BEGAN WITH EX-CREW BOATS FROM THE OFFSHORE INDUSTRY. DURING MY THREE YEARS THERE INDUSTRY EVOLVED TO VESSELS DESIGNED FOR COMMUTERS USING CATAMARAN HULLS AND SURFACE EFFECT DESIGNS – THE ECONOMICS OF THE TRADE COUPLED WITH DIFFERENT DESIGNS CAUSED LOTS OF TURNOVER.

THE U.S. COAST GUARD PERSPECTIVE ON FAST SEA TRANSPORT COMES FROM A REGULATORY AND PUBLIC SAFETY VIEWPOINT. ONE OF THE PRIMARY ISSUES WE SEE FACING FAST SEA TRANSPORTATION OPERATIONS, ALTHOUGH NOT EXCLUSIVE TO THAT SEGMENT, IS THE SAFE, EFFICIENT AND ENVIRONMENTALLY RESPONSIBLE USE OF OUR WATERWAYS AND HOW YOUR OPERATIONS ARE INTEGRATED INTO OUR MARINE TRANSPORTATION SYSTEM.

SO, I WILL BE DISCUSSING FAST SEA TRANSPORTATION IN THE LARGER CONTEXT OF DOT'S MARINE TRANSPORTATION INITIATIVE AND THEN FOCUS ON SOME OF THE ISSUES WE'RE CONCERNED ABOUT THAT COME WITH HIGH SPEED CRAFT AND OTHER FAST VARIANTS. DOT'S INITIATIVE SEEKS TO REACH A VISION FOR THE MTS IN PARTNERSHIP WITH A HOST OF OTHER FEDERAL AGENCIES AND A WIDE RANGE OF STAKEHOLDER GROUPS.

MTS TRENDS

BEFORE I DESCRIBE OUR VISION IN WHICH FAST SEA

TRANSPORTATION PLAYS AN INTEGRAL PART, LET ME FRAME THE ISSUE. AS COMPREHENSIVE AS THE MTS IS TODAY, ITS ABILITY TO HANDLE THE EMERGING NEEDS OF TOMORROW WILL BE SEVERELY CHALLENGED GIVEN A CONTINUATION OF THE CURRENT STATE. THE U.S. IS AT A CRITICAL JUNCTURE, A FORK IN THE ROAD PERHAPS, WITH RESPECT TO THE FUTURE OF OUR WATERWAYS, PORTS AND THEIR INTER-MODAL CONNECTIONS. OUR MARITIME INFRASTRUCTURE IS UNDER STRESS AND THE STRESS IS INCREASING. LET'S CONSIDER SOME TRENDS AND CONCERNS AS WE MOVE INTO THE NEXT CENTURY:

- INCREASED TRAFFIC OF ALL TYPES, TO INCLUDE AN INCREASING NUMBER OF HIGH SPEED CRAFT TRANSPORTING CARGO AND PASSENGERS ON OUR WATERWAYS; - WORLD MARITIME TRADE IS EXPECTED TO INCREASE SIGNIFICANTLY (TWO TO THREE TIMES) BY THE YEAR 2020.
- PROJECTED INCREASE IN THE USE OF PASSENGER VESSELS. AT THE SAME TIME COMMERCIAL CARGO TRAFFIC IS EXPANDING. RECREATIONAL AND LEISURE USE IS GROWING, AND AN INCREASING NUMBER OF COMMUTERS ARE LOOKING TO HIGH SPEED FERRIES TO SHORTEN COMMUTING TIMES AND EASE ROAD CONGESTION IN METROPOLITAN AREAS. A 12% GROWTH IS EXPECTED

- INCREASED CONCERN BY THE PUBLIC OVER SAFETY AND THE ENVIRONMENT THAT CAN'T BE IGNORED. FOR HIGH SPEED CRAFT THE ENVIRONMENTAL CONCERNS RANGE FROM PASSENGER SAFETY, SOUND, AND WAKE ISSUES TO THE ABILITY TO AVOID MARINE MAMMALS WHILE AT HIGH SPEED. AND WHILE HIGH SPEED CRAFT ARE NOT INTRINSICALLY MORE RISKY, THE POTENTIAL CONSEQUENCES OF A VESSEL CASUALTY AT HIGH SPEED ARE MUCH MORE SERIOUS.
- EMERGING REQUIREMENTS TO PROTECT OUR TRANSPORTATION INFRASTRUCTURE FROM SECURITY THREATS INCLUDING CARGO CRIME, SMUGGLING, AND TERRORISM WHICH MIGHT INCLUDE THE INTRODUCTION OF WEAPONS OF MASS DESTRUCTION VIA OUR PORTS.

SUFFICE IT TO SAY THAT MEETING THESE CHALLENGES IS COMPLICATED DUE TO THE FACT THAT OUR PORTS AND WATERWAYS ARE MANAGED BY A HOST OF FEDERAL, STATE AND LOCAL GOVERNMENT AGENCIES AS WELL AS PRIVATE SECTOR ORGANIZATIONS. FEDERAL AGENCIES INCLUDE THE COAST GUARD, MARAD, THE U.S. ARMY CORPS OF ENGINEERS, NOAA, SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION, EPA, AND OTHERS.

REGIONAL LISTENING SESSIONS/THEMES

OVER THE PAST YEAR AND A HALF, WE BEGAN A SERIOUS EFFORT TO COORDINATE WITH THESE OTHER AGENCIES AS WELL AS TALK WITH STAKEHOLDERS ABOUT THEIR VIEWS ON THE CURRENT AND FUTURE STATE OF OUR MTS.

LAST SPRING THE COAST GUARD AND MARAD JOINTLY LED SEVEN TWO-DAY REGIONAL LISTENING SESSIONS ON OUR NATION'S MARINE TRANSPORTATION SYSTEM. TRAVELING TO NEW ORLEANS, OAKLAND, NEW YORK, CLEVELAND, ST. LOUIS, CHARLESTON, AND PORTLAND, OREGON.

OUR GOAL WAS TO RECEIVE INPUT FROM A WIDE CROSS SECTION OF STAKEHOLDERS - INDUSTRY, ENVIRONMENTALISTS, RECREATIONAL BOATERS, FISHERMEN, AND HIGH SPEED CRAFT OPERATORS. - REGARDING THE MOST CRITICAL ISSUES FACING OUR WATERWAYS, PORTS AND THEIR INTER-MODAL CONNECTIONS.

MTS NATIONAL CONFERENCE

THERE WERE LITERALLY HUNDREDS OF COMMENTS AND RECOMMENDATIONS WHICH WERE COMPILED INTO KEY ISSUE AREAS AND FORMED THE BASIS FOR A NATIONAL

MTS CONFERENCE LAST NOVEMBER, HOSTED BY THE SECRETARY OF TRANSPORTATION, MR. RODNEY SLATER.

THE TWO AND-A-HALF DAY CONFERENCE WAS STRUCTURED AROUND SEVEN ISSUE AREAS:

- DEVELOPING A SHARED NATIONAL VISION OF THE MTS IN 2020
- DEVELOPING A FRAMEWORK FOR PUBLIC AND PRIVATE COORDINATION OF MTS ACTIVITIES.
- DEVELOPING GOALS AND RECOMMENDED ACTIONS TO ADDRESS THE CHALLENGES AND ACHIEVE THE MTS VISION IN THE AREAS OF SAFETY, SECURITY, ENVIRONMENT, COMPETITIVENESS, AND INFRASTRUCTURE.

144 SENIOR GOVERNMENT AND PRIVATE SECTOR LEADERS REPRESENTING INDUSTRY AND A BROAD RANGE OF STAKEHOLDER INTEREST GROUPS ATTENDED THE NATIONAL CONFERENCE. THEY DEVELOPED A VISION THAT READS AS FOLLOWS:

THE U.S. MARINE TRANSPORTATION SYSTEM WILL BE THE WORLD'S MOST TECHNOLOGICALLY ADVANCED, SAFE, SECURE, EFFICIENT, EFFECTIVE, ACCESSIBLE, GLOBALLY COMPETITIVE, DYNAMIC AND ENVIRONMENTALLY RESPONSIBLE SYSTEM FOR MOVING GOODS AND PEOPLE.

SUMMARIES OF THE SEVEN REGIONAL LISTENING SESSIONS AND THE PROCEEDINGS OF THE CONFERENCE CAN BE DOWNLOADED FROM THE COAST GUARD'S WEB SITE ON THE INTERNET.

MTS TASK FORCE

AFTER THE NATIONAL CONFERENCE, SECRETARY SLATER ESTABLISHED THE MTS TASK FORCE MANDATED IN THE COAST GUARD AUTHORIZATION ACT OF 1998.

THE TASK FORCE WAS TO CONSIDER THE CAPABILITY OF THE MTS, THE ADEQUACY OF THE DEPTH OF CHANNELS AND HARBORS, AND THE COST TO THE FEDERAL GOVERNMENT OF ACCOMMODATING PROJECTED INCREASES IN FOREIGN AND DOMESTIC TRAFFIC OVER THE NEXT 20 YEARS. AN EVALUATION OF THE NATION'S CAPABILITY TO DISPOSE OF DREDGED MATERIALS AND THE FUTURE OF THE NAVIGATIONAL AID SYSTEM WERE ADDITIONAL COMPONENTS ON THIS EFFORT. THE TASK FORCE INCLUDED MTS USERS AND SERVICE PROVIDERS.

CONGRESS REQUIRED THE SECRETARY TO REPORT THE RESULTS OF THE TASK FORCE'S ASSESSMENT NO LATER THAN JULY 1, 1999. **THE REPORT IS READY FOR FORWARDING TO CONGRESS AND SECRETARY SLATER IS EXPECTED TO INTRODUCE THE REPORT AT A PRESS CONFERENCE IN THE NEAR FUTURE.** ITS AVAILABILITY

WILL BE ANNOUNCED IN THE FEDERAL REGISTER AND IT WILL BE POSTED ON THE INTERNET. YOU WILL HAVE AN OPPORTUNITY TO COMMENT ON THE RECOMMENDATIONS FOR THE SEVEN STRATEGIC AREAS OF ACTION. THE REPORT IS JUST ANOTHER STEP IN OUR PROCESS AND IS NOT INTENDED TO RECOMMEND ABSOLUTE SOLUTIONS. THERE IS MUCH WORK AHEAD FOR THE PUBLIC/PRIVATE PARTNERSHIP THAT HAS EMERGED FROM THIS INITIATIVE.

THE REPORT REFLECTS A HIGHLY COLLABORATIVE EFFORT AMONG PUBLIC SECTOR AGENCIES, PRIVATE SECTOR ORGANIZATIONS, AND OTHER STAKEHOLDERS IN THE MTS. I SINCERELY BELIEVE THAT THIS IS THE MOST FOCUSED AND COHESIVE INTERAGENCY/STAKEHOLDER EFFORT THAT ITS BEEN MY PRIVILEGE TO BE INVOLVED IN DURING 33 YEARS OF COAST GUARD SERVICE.

HIGH SPEED CRAFT ISSUES

WELL, UP TO THIS POINT, I HAVE FOCUSED ON THE BROAD PICTURE OF THE MARINE TRANSPORTATION SYSTEM, AND I'M SURE YOU COULD SEE HOW YOUR PARTICULAR HIGH SPEED CRAFT (HSC) OR FAST SHIP OPERATION DOES OR WILL FIT INTO IT. I WOULD LIKE TO ADDRESS SOME SPECIFIC HSC RELATED ISSUES AT THIS TIME IN RELATION TO THE OVERALL MTS.

FIRST HOWEVER, I WOULD LIKE TO STRESS AGAIN THAT FAST SEA TRANSPORT – HIGH SPEED CRAFT AND FAST SHIPS ARE VERY MUCH PART OF THE VISION OF THE MTS. WITHIN THE MTS VISION STATEMENT IS THE DESIRE TO BE TECHNOLOGICALLY ADVANCED, SAFE, EFFICIENT, GLOBALLY COMPETITIVE, AND ENVIRONMENTALLY RESPONSIBLE IN MOVING GOODS AND PEOPLE. CLEARLY, HSC AND FAST SHIP OPERATIONS HAVE A LARGE ROLE TO PLAY IN THE U.S. MTS. BUT WE HAVE JUST STARTED TO ADDRESS OUR MTS FROM A HOLISTIC PERSPECTIVE AND WE ARE RELATIVELY A NEW COMER IN CONSIDERING HSC AND FAST SHIP OPERATIONS. THERE IS PLENTY OF WORK TO DO BUT I BELIEVE THAT WE ARE ON COURSE TO MEET THE CHALLENGE. WE NEED TO LEARN MORE FROM THE EXPERIENCE OF OTHER FLAG STATE ADMINISTRATIONS – PARTICULARLY IN THE AREA OF OPERATIONS AND TRAFFIC MANAGEMENT.

HIGH SPEED CRAFT CODE VESSELS vs HIGH SPEED CRAFT
(FAST SHIPS)

ONE OF THE FIRST ITEMS I WOULD LIKE TO ADDRESS IS THAT WE USE THE TERM HSC TO INCLUDE BOTH HIGH SPEED CRAFT CODE VESSELS AND OTHER HIGH SPEED CRAFT AND FAST SHIPS. WHEN I REFER TO HIGH SPEED CRAFT CODE VESSELS, I SPECIFICALLY MEAN, OF COURSE, THOSE VESSELS THAT HAVE BEEN BUILT TO THE INTERNATIONAL MARITIME ORGANIZATION'S (IMO) HIGH

SPEED CRAFT CODE FOUND IN SOLAS. CURRENTLY ONLY TWO HIGH SPEED CRAFT CODE VESSELS HAVE BEEN BUILT, CERTIFICATED, AND ARE OPERATING DOMESTICALLY UNDER U.S. FLAG, ALTHOUGH A THIRD MAY SOON BEGIN OPERATIONS. OTHER HSC CODE VESSELS THAT ARE FOREIGN BUILT, BUT U.S. FLAGGED, ARE OPERATING IN INTERNATIONAL SERVICE.

THESE U.S. FLAG VESSELS IN DOMESTIC SERVICE ARE CERTIFICATED BY THE COAST GUARD AND BUILT TO THE IMO HIGH SPEED CRAFT CODE WHICH THE COAST GUARD HAS ACCEPTED AS AN EQUIVALENT TO OUR REGULATIONS GOVERNING SMALL PASSENGER VESSELS.

HOWEVER, NOT ALL HIGH SPEED CRAFT ON DOMESTIC ROUTES HAVE BEEN BUILT TO THE HIGH SPEED CRAFT CODE. TECHNOLOGY HAS ADVANCED TO THE POINT THAT A MORE CONVENTIONALLY BUILT VESSEL CAN NOW ACHIEVE THE SPEEDS OF WHAT WAS ONCE A RELATIVELY SMALL FLEET OF DISTINCT VESSELS THAT REQUIRED SPECIALIZED STANDARDS OF CONSTRUCTION AND OPERATION.

GENERALLY AT THIS TIME, WE CONSIDER A VESSEL THAT WAS NOT BUILT TO THE HIGH SPEED CRAFT CODE BUT OPERATES AT SPEEDS IN EXCESS OF 25 KNOTS TO BE A HIGH SPEED CRAFT. WE HAVE FORMED A PARTNERSHIP

ACTION TEAM WITH THE PVA THAT WILL SPECIFICALLY ADDRESS HSC'S NOT BUILT TO THE CODE AND, WHILE THE NUMBER OF HSC CODE VESSELS OPERATING IN THE U.S. IS SMALL, MANY MORE NON-HSC CODE VESSELS OPERATE ON OUR WATERWAYS WITH MANY MORE DELIVERED EVERY YEAR. AND WE EXPECT CONTINUED GROWTH CERTAINLY IN BOTH TYPES.

NVIC 6-99

RECENTLY, THE COAST GUARD PUBLISHED NAVIGATION AND INSPECTION CIRCULAR (NVIC) 6-99. THIS NVIC CAN BE FOUND ON THE COAST GUARD G-M WEBSITE AND DOWNLOADED FOR YOUR USE. NVIC 6-99 DOES ADDRESS PRIMARILY HSC CODE VESSELS, BUT ALSO ISSUES RELATING TO OTHER HSC. THE FIRST ENCLOSURE TO NVIC 6-99 PROVIDES U.S. INTERPRETATIONS TO VARIOUS SECTIONS OF THE HSC CODE. WHERE IMO HAS LEFT A SECTION OF THE CODE "TO THE SATISFACTION OF THE ADMINISTRATION" THIS ENCLOSURE WILL PROVIDE OUR GUIDANCE. ENCLOSURE TWO IS AN INSPECTION CHECKLIST THAT MAY BE USED DURING A COAST GUARD INSPECTION OF AN HSC CODE VESSEL FOR CERTIFICATION. THE LAST ENCLOSURE PROVIDES ADDITIONAL MEASURES AND CURRENT PRACTICES THAT ARE USED IN ADDRESSING HIGH SPEED CRAFT ISSUES NOT ADDRESSED IN THE HSC CODE OR CURRENT REGULATIONS.

TYPE-RATING

TO A LARGE EXTENT WE HAVE BEEN DEALING WITH HSC CODE ISSUES ON A CASE BY CASE BASIS WHILE WE GAIN MORE EXPERIENCE IN THIS RAPIDLY DEVELOPING AREA. AN EXAMPLE ARE THE HSC CODE VESSELS IN DOMESTIC SERVICE THAT I MENTIONED EARLIER.

THESE VESSELS WERE BUILT TO THE INTERNATIONAL HIGH SPEED CRAFT CODE AS AN EQUIVALENT TO OUR DOMESTIC SMALL PASSENGER VESSEL REGULATIONS. THEY WERE INTENDED TO OPERATE BETWEEN NEW YORK CITY AND CONNECTICUT ALONG THE LENGTH OF LONG ISLAND SOUND. AN INTERIM POLICY WAS DEVELOPED BY MSO LONG ISLAND SOUND TO TYPE-RATE THE MARINERS SERVING ABOARD THESE VESSELS. TYPE-RATING REFERS TO A CERTIFICATE THAT THE HSC CODE REQUIRES OF A MASTER AND ANY OFFICER HAVING A ROLE IN THE OPERATION OF AN HSC CODE VESSEL. THE TYPE-RATING CERTIFICATE ACKNOWLEDGES PROFICIENCY FOR NOT ONLY A SPECIFIC TYPE HSC CODE VESSEL, BUT ALSO FOR A SPECIFIC ROUTE.

WHILE WE HAVE WORKED CLOSELY WITH THESE VESSELS TO DEVELOP THIS INTERIM POLICY WE ARE AT THE SAME TIME REVIEWING OTHER FLAG ADMINISTRATIONS TYPE-RATING POLICIES AND OUR NATIONAL MARITIME CENTER

IS ACTIVELY DEVELOPING A CLEARLY DEFINED POLICY FOR THE TYPE-RATING ISSUE IN THE U.S.

SAFETY AND ENVIRONMENTAL PROTECTION

WHILE WE ARE LOOKING AT HSC OF ALL TYPES AS AN ELEMENT OF THE VARIOUS ASPECTS OF THE MTS VISION, LET ME FOCUS SPECIFICALLY ON SAFETY AND ENVIRONMENTAL PROTECTION. PETER NOBLE COVERED SOME VERY GOOD DETAILS IN THESE AREAS THIS MORNING.

ON THE SAFETY END, WE MUST DEAL WITH RISKS POSED BY AND TO THESE HSC. THIS IS NOT TO SAY THAT HSC ARE INHERENTLY MORE RISKY THAN OTHER VESSELS, BUT THE RISKS PRESENTS A DIFFERENT MANAGEMENT CHALLENGE. WE MUST LOOK AT AND MANAGE THE RISK OF EACH WATERWAY AND THE OVERALL MTS. THIS IS PARTICULARLY IMPORTANT WHEN YOU HAVE A VARIETY OF USERS, RANGING FROM RECREATIONAL BOATERS TO FISHING VESSELS TO LARGE CARGO VESSELS AND INCLUDING HIGH SPEED CRAFT – SHARING THE SAME WATERWAY AT THE SAME TIME. RISK MANAGEMENT WILL PLAY AN IMPORTANT ROLE IN THE SUCCESS OF HSC OPERATIONS IN THE MTS.

ENCLOSURE THREE OF NVIC 6-99 DESCRIBES SOME CURRENT LOCAL POLICIES DEVELOPED BY OCMIS FOR HSC

OPERATIONS IN THEIR ZONES. THESE LOCAL POLICIES ARE INTENDED TO FILL THE GAP BETWEEN CURRENT REGULATIONS AND THE HSC CODE AND HSC OPERATIONS. PARTICULAR AREAS OF CONCERN INCLUDE OPERATIONS IN RESTRICTED VISIBILITY, WATCHKEEPING, AND TRAFFIC DENSITY AMONG OTHER ITEMS

THE COAST GUARD'S NAVIGATION SAFETY ADVISORY COMMITTEE IS A GROUP CHARTERED BY THE SECRETARY OF TRANSPORTATION TO PROVIDE THE BENEFIT OF INDUSTRY'S EXPERTISE AND EXPERIENCE ON A WIDE VARIETY OF NAVIGATION ISSUES. AT MY REQUEST NAVSAC HAS CREATED A SUB-COMMITTEE TO CONSIDER THE HIGH SPEED CRAFT TRAFFIC MANAGEMENT ISSUE. THEY WILL BE MEETING HERE, IN SEATTLE, IN MID OCTOBER.

ENVIRONMENTAL IMPACTS ARE ANOTHER SET OF CONCERNS THAT HSC OPERATORS ARE ADDRESSING. TO START WITH THERE ARE SOUND AND WAKE ISSUES. IN BOTH CASES, THESE PRESENT ENGINEERING CHALLENGES AS WELL AS OPERATIONAL CONSIDERATIONS. HSC OPERATORS, WORKING WITH THE OCMi AND STAKEHOLDERS IN THEIR OPERATING AREAS, CAN ADDRESS LOCAL CONCERNS AND DEVELOP LOCAL SOLUTIONS. BEST PRACTICES DEVELOPED COOPERATIVELY AT THE LOCAL LEVEL MAY BE A MODEL FOR FUTURE NATIONAL POLICY. I

UNDERSTAND THAT WAKE ISSUES ARE VERY VISIBLE
HERE IN PUGET SOUND.

ADDITIONALLY, HSC, AS WELL AS ALL OTHER VESSELS, NEED
TO CONSIDER THE PRESENCE OF MARINE MAMMALS,
PARTICULARLY ENDANGERED SPECIES SUCH AS THE
NORTHERN RIGHT WHALE. IN FACT, IN PARTS OF THE
NORTHEAST U.S., CERTAIN SHIPS ARE REQUIRED TO
REPORT WHEN THEY ENTER THE DESIGNATED CRITICAL
HABITAT AREAS AND UPON SIGHTINGS OF THE RIGHT
WHALE. THIS PARTICULAR ENVIRONMENTAL ISSUE IS
ALSO A SAFETY ISSUE. STRIKING A WHALE, OR ANY
OBJECT FOR THAT MATTER, IS AN UNFORTUNATE
INCIDENT WITH CERTAIN OUTCOMES IF DONE AT TEN
KNOTS, BUT POTENTIALLY CATASTROPHIC IF DONE AT
FIFTY KNOTS.

HSC / FAST SHIP EFFORTS

THE COAST GUARD HAS FORMED A HIGH SPEED CRAFT WORK
GROUP AT HEADQUARTERS THAT PROVIDED
CONSIDERABLE INSIGHT AND INPUT TO THE COMPLETION
OF NVIC 6-99. THEY CONTINUE TO MEET IN AN EFFORT TO
LEARN AND CONSOLIDATE INFORMATION FROM PORTS IN
THE U.S. AND FROM AROUND THE WORLD WHERE HSC
CODE AND OTHER HSC VESSELS OPERATE WHILE
DEVELOPING OUR NATIONAL POLICY. IN ADDITION, WE
ARE ALSO VERY ACTIVE IN THE NEW YORK AREA ON THE

HIGH SPEED SAFETY ADVISORY COUNCIL AND IN WORKING WITH STAKEHOLDERS IN SAN FRANCISCO LOOKING TOWARD SIGNIFICANT EXPANSION OF HSC OPERATIONS THERE. OF COURSE WE WORK WITH VARIOUS CLASSIFICATION SOCIETIES CONCERNING HIGH SPEED CRAFT ISSUES. I'M A MEMBER, ALONG WITH MY TECHNICAL STAFF, OF VARIOUS CLASS COMMITTEES THAT DEAL WITH HSC ISSUES.

AS HSC CONTINUE TO INTEGRATE INTO THE MTS, THERE WILL ALWAYS BE A LARGER, FASTER VESSEL ON THE HORIZON. TODAY THE WIG, OR WING IN GROUND CRAFT, MEETS THE FASTER PORTION OF WHAT IS BEING DEVELOPED. WITH THE WIG YOU ARE INTRODUCING A 100 KNOT VEHICLE/VESSEL/CRAFT FLYING AT LOW ALTITUDE INTO AN ENVIRONMENT OF VESSELS OPERATING FROM 10 TO 50 KNOTS. WHILE THIS IDEA IS NOT ENTIRELY NEW, SINCE SOME AREAS STILL OPERATE SEAPLANES OR MAINTAIN SEAPLANE RAMPS, IT IS ANOTHER CHANGE THAT WILL NEED SOLUTIONS IN THE MTS TO ACCOUNT FOR THIS EVOLUTION.

CONCLUSION

IN CLOSING, ENSURING THAT OUR GREATER MTS MEETS THE NEEDS OF THE FUTURE IS NOT AN EASY TASK AND CANNOT BE ACCOMPLISHED WITHOUT THE COLLECTIVE EFFORTS OF STAKEHOLDERS SUCH AS HSC OWNERS AND

OPERATORS, LOCAL AND STATE AGENCIES AND THE MANY FEDERAL AGENCIES INVOLVED, WITH AN INTEREST IN FAST SEA TRANSPORTATION.

IT IS OUR RESPONSIBILITY TO THE PUBLIC TO FACILITATE THIS PARTNERING TO MEET TOMORROW'S CHALLENGES AND PROVIDE THE PUBLIC WITH A MARINE TRANSPORTATION SYSTEM THAT MEETS NATIONAL ECONOMIC, SAFETY, SECURITY, AND ENVIRONMENTAL NEEDS.

SECRETARY SLATER HAS REFERRED TO WATER TRANSPORTATION AS THE FIRST "INTERSTATE". OUR DEPENDENCE ON THIS ESSENTIAL COMPONENT OF OUR NATIONAL TRANSPORTATION SYSTEM HAS INCREASED OVER TIME AND WILL CONTINUE. THE ATTAINMENT OF OUR MTS VISION, INCLUSIVE OF FAST SEA TRANSPORT, WILL REQUIRE OUR COLLECTIVE DILIGENT AND PROACTIVE EFFORTS AS NEVER BEFORE TO CONTINUOUSLY IMPROVE THE MTS. I'LL QUOTE SECRETARY SLATER: "WE HAVE DONE MUCH TOGETHER, BUT THE BEST IS YET TO COME." WE'RE ONLY AT A BEGINNING – THERE'S A GREAT DEAL OF WORK AHEAD OF US.

MY TASK TODAY WAS TO PROVIDE THE PERSPECTIVE OF THE U.S. COAST GUARD AS THE U.S. FLAG STATE ADMINISTRATION RESPONSIBLE FOR SAFETY, MOBILITY,

ENVIRONMENTAL PROTECTION, AND SECURITY ON OUR WATERWAYS. I TRUST THAT I HAVE GIVEN YOU AN OVERVIEW OF WHERE WE ARE AND WHERE WE ARE HEADED. The U.S. COAST GUARD LOOKS FORWARD TO WORKING WITH YOU TO ENSURE THAT FAST SHIP TRANSPORTATION, AS AN INTEGRAL ELEMENT OF OUR MTS, MEETS ITS FULL POTENTIAL. THANK YOU.